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County Road 470

Project Development & Environmental Study

Summary Report

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Introduction

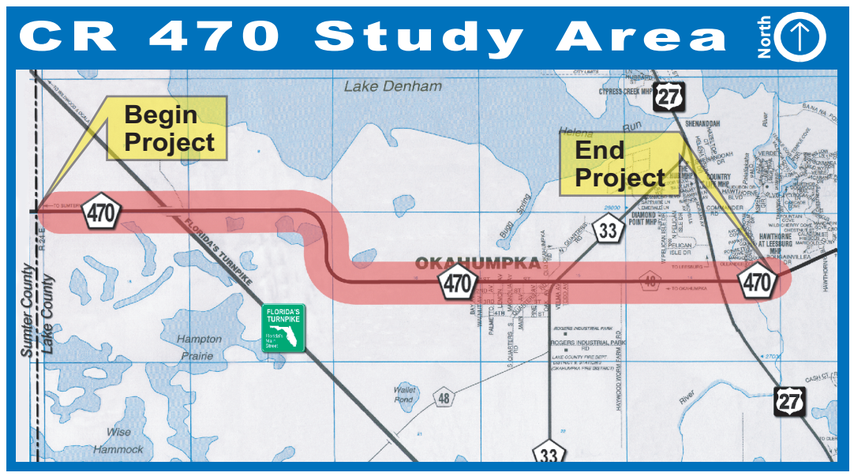
The Lake County Public Works Department has conducted a Project Development and Environment (PD&E) Study that addresses the proposed roadway improvements to County Road 470 (CR 470) in Lake County, Florida. The project extends from west of the Florida's Turnpike easterly to east of US 27, a distance of approximately 5.3 miles.

The objective of this PD&E Study was to document the environmental and engineering analysis used by Lake County to reach a decision on the type, location and conceptual design of the required improvements to CR 470. The proposed improvements are required to accommodate future traffic demand safely and efficiently while serving the local needs of the community. The proposed improvements consist of widening CR 470 to a four-lane divided roadway throughout the project limits.

The driving force behind the expanded roadway is the planned interchange between CR 470 and the Florida's Turnpike. The Turnpike Enterprise has performed a PD&E Study for the interchange area and has completed final plans for a full access interchange at CR 470. Construction of this interchange will begin in the Summer of 2003 and be completed in 2005. The interchange will increase traffic on CR 470 between the Turnpike and US 27 and also will likely promote development along the corridor.

Study Process

The CR 470 PD&E Study was conducted in accordance with Florida Department of Transportation (FDOT) and Federal Highway Administration (FHWA) guidelines. The study documented the existing physical features of the roadway and the existing environmental characteristics of the project corridor. The study identified the deficiencies in the existing facility and developed alternative improvement alternatives that provided adequate roadway service commensurate with social, economic and environmental impacts. The study identified the need for the improvements, including the analysis of existing and projected traffic conditions and related roadway level of service. Based on the analysis and input from local agencies and the public, a preferred alternative was selected and approved by the Lake County Board of County Commissioners.



Public Involvement

In an effort to keep the public informed and obtain their input on the CR 470 project, Lake County organized a number of meetings and presentations as part of the Public Involvement Plan. The first presentation was conducted at the Lake County Commissioner's Chamber on March 2002. The purpose of this presentation was to give a brief overview of the proposed project and explain the Project Development and Environmental Study (PD&E) process to the Board of County Commissioners and general public.

The first Public Information Workshop was conducted on May 16, 2002 at the St. Mark Lutheran Church in Leesburg. Lake County officials, City of Leesburg officials and residents along the corridor were invited to this workshop. There were 29 people in attendance. Study corridor aerials and alternative typical sections were in display for public viewing. A brief overview of the project was presented and the PD& E process was outlined. Following the presentation, the floor was open to questions and/or comments.

On October 8, 2002, a second Public Information Workshop was held at the St. Mark Lutheran Church in Leesburg. A total of 19 people attended the meeting, including the public and Lake County staff. Alternative alignment exhibits were available for public viewing, as well as typical section alternatives and the project Matrix Analysis, which summarizes the costs and impacts for each of the study alternatives. A brief presentation, summarizing the study findings and recommendations was presented and public input received.

In addition to the meetings, three newsletters were mailed to residents along the corridor outlining the study progress and advising citizens of upcoming meetings. A project website was also created to keep the public abreast of the project status. Additional presentations were made to the Lake County Board of County Commissioners and City of Leesburg to update them on the project findings and recommendations.

A public hearing was held on at the St. Mark Lutheran Church in Leesburg on June 10, 2003. A total of 47 people attended the public hearing, including Lake County staff and concerned citizens. A summary of the study process and alternatives considered was presented. The preferred alternative was defined and the impacts associated with the improvements identified. The public hearing was transcribed verbatim, including comments from the public, to be incorporated as part of the public record. Two citizens commented on the project and their concerns were addressed verbally at the meeting.

On June 24, 2003, an additional public hearing was held at the Lake County Board of County Commissioners chambers in Tavares. The preferred alternative, associated impacts and costs were presented to the Board. The Board unanimously approved the study findings and recommendations. The project will now advance into the design and right-of-way acquisition phase.

Recommended Improvements

Existing CR 470 is a two-lane rural roadway located within a 100-foot wide right-of-way. In 2002, traffic volumes along the roadway were approximately 8,000 vehicles per day. These volumes are projected to increase over the next 20 years. By the Year 2017, traffic volumes are projected to approach 18,000 vehicles per day. By the design year of 2027, traffic is projected to be 25,000 vehicles per day.

The preferred typical section consists of a four-lane divided roadway. From the beginning of the project to Bay Avenue, the typical section will be a rural section with two twelve-foot travel lanes and five-foot paved shoulders in each direction. The travel lanes will be divided by a 40-foot wide depressed, grassed median and sidewalks will be provided along both sides. Drainage will be provided by roadway swales and conveyed to retention ponds. This typical section requires 160-feet of right-of-way. This typical section is consistent with the CR 470 typical section developed by the Turnpike for the interchange project.

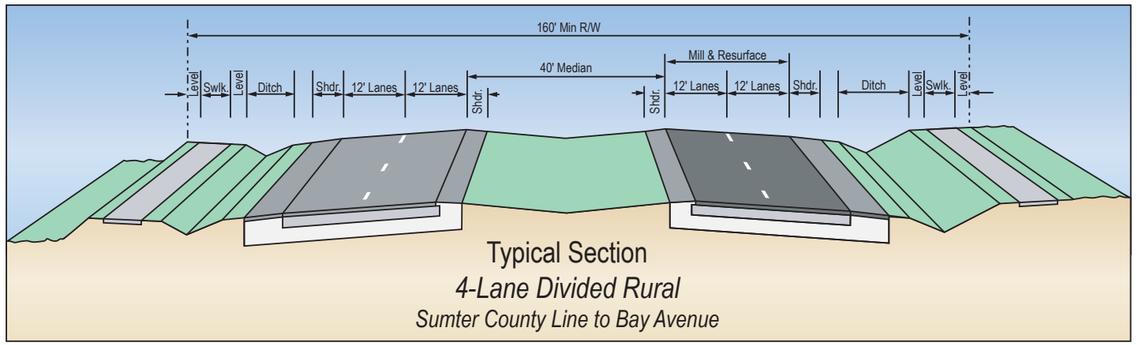
From Bay Avenue to the project terminus, a four-lane divided urban roadway section is preferred. This typical consists of two twelve-foot travel lanes in each direction separated by a raised 22-foot wide median and Type E curb and gutter. A Type F raised curb and gutter and sidewalks are provided along both sides of the roadway. Stormwater runoff is collected in curb inlets and conveyed underground in pipes to retention ponds. This typical section requires a total of 100 feet of right-of-way.

In addition, a partial realignment of the roadway just east of the Turnpike is recommended. This realignment will flatten out the existing unsafe roadway curvature in this area. The majority of property within this realignment is owned by the City of Leesburg. Coordination of the roadway improvements and realignment has been ongoing with the City. This realignment will create a safer roadway and will meet criteria for the proposed design speed.

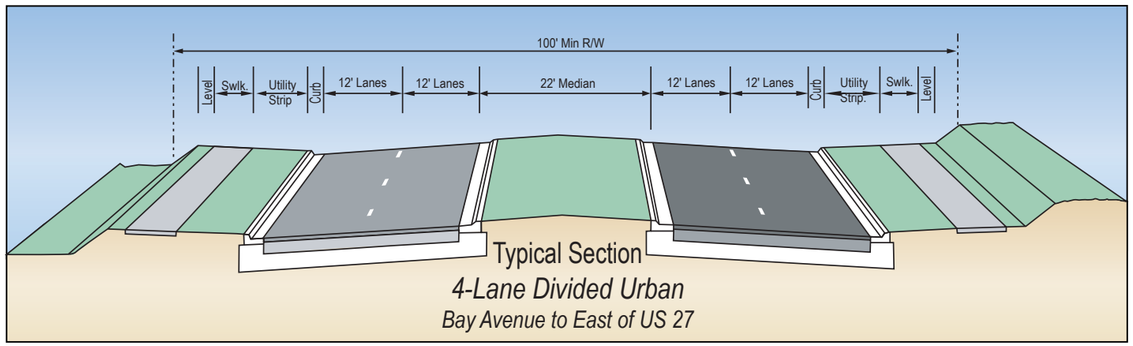
The PD&E Study reviewed and analyzed several typical section and alignment alternatives. The impacts, costs, advantages, and disadvantages of each of the alternatives were identified and quantified. Based on this analysis, the preferred alternative was recommended. The impacts of the preferred alternative are summarized below.

- No Residential Relocations
- One Potential Business Relocation
- 50.4 Acres of Additional Right-of-Way to be Acquired
  - 30.7 Acres for Roadway
  - 19.7 Acres for Ponds
- 12.3 Acres of Floodplain Impacts
- 2.9 Acres of Wetland Impacts
- No Adverse Impacts to Threatened or Endangered Species
- No Adverse Impact on Air Quality
- 14 Areas Impacted by Noise (Abatement Measures are Not Feasible or Reasonable)
- Four Possible Contamination Sites
- One Significant Historic Resource, Campbell House - No Impacts from Roadway Improvements
- Total Estimated Costs - $ 20.45 Million
  - $ 0.28 Million - Preliminary Engineering Study
  - $ 1.08 Million - Right-of-Way
  - $ 16.49 Million - Construction
  - $ 1.60 Million - Design
  - $ 1.00 Million - Construction Engineering & Inspection

Typical Sections



Typical Section
4-Lane Divided Rural
Sumter County Line to Bay Avenue



Typical Section
4-Lane Divided Urban
Bay Avenue to East of US 27